

## **Amendments to the Claims**

This listing of claims will replace all prior versions, and listings, of claims in the application:

### **Listing of Claims:**

1. (previously presented): An overhead frame structure comprising:

two spaced-apart side frame members, each side frame member having at least one protrusion, each protrusion on one side frame member extending toward an opposing protrusion on the other side frame member, each protrusion having segments extending longitudinally thereof, the segments providing each protrusion with a corrugated configuration;

one or more cross members, each cross member extending between a pair of opposing protrusions, each cross member having end portions adapted for receiving said pair of opposing protrusions therein, each end portion having a wall having segments extending longitudinally thereof, the segments providing each wall with a corrugated configuration, each wall engaging one of said pair of opposing protrusions, each end portion of each cross member having a longitudinally extending upper portion and lower portion, the lower portion comprising the wall having the corrugated configuration and the upper portion extending about the lower portion; and fasteners releasably securing said cross member end portions to said protrusions.

2. (original): The structure of claim 1, wherein each side frame member comprises two or more vertically extending posts each having lower ends, the lower ends adapted to couple to a frame of a vehicle.

3. (original): The structure of claim 1, wherein each side frame member comprises two or more vertically extending posts each having an upper corner portion that extends into a generally horizontal segment.

4. (original): The structure of claim 3, wherein at least one of the pairs of opposing protrusions is positioned on respective upper corner portions of the side frame members.

5. (original): The structure of claim 1, wherein each of the pairs of opposing protrusions is positioned so that the protrusions align with yet oppose each other.

6. (canceled)

7. (previously presented): An overhead frame structure for a vehicle comprising:

two spaced-apart side frame members, each side frame member having at least one protrusion, each protrusion on one side frame member extending toward an opposing protrusion on the other side frame member, each protrusion having segments extending longitudinally thereof, the segments providing each protrusion with a corrugated configuration;

one or more cross members, each cross member extending between a pair of opposing protrusions, each cross member having end portions adapted for receiving said pair of opposing protrusions therein, each end portion having a wall having segments extending longitudinally thereof, the segments providing each wall with a corrugated configuration, each wall engaging one of said pair of opposing protrusions, the protrusions of each side frame member and the walls of each end portion of each cross member have similarly shaped longitudinal cross sections; and

fasteners releasably securing said cross member end portions to said protrusions.

8. (original): The structure of claim 7, wherein the similarly shaped longitudinal cross sections each comprise two or more of the segments oriented in jagged relation to each other.

9. (original): The structure of claim 7, wherein the similarly shaped longitudinal cross sections are each generally shaped like a “w”.

10. (original): The structure of claim 1, wherein the fastener comprises a threaded bolt.

11. (previously presented): A method of assembling an overhead frame structure for a vehicle comprising:

providing two side frame members each having at least one protrusion, each protrusion on one side frame member extending toward an opposing protrusion on the other side frame member, each protrusion having segments extending longitudinally thereof, the segments providing each protrusion with a corrugated configuration;

providing one or more cross members, each cross member having end portions adapted for receiving one pair of opposing protrusions therein, each end portion having a wall having segments extending longitudinally thereof, the segments providing each wall with a corrugated configuration, each end portion of each cross member having a longitudinally extending upper portion and lower portion, the lower portion comprising the wall having the corrugated configuration and the upper portion extending about the lower portion;

interconnecting each of the cross members with one of the pairs of opposing protrusions of the side frame members such that the protrusions are received within the end portions of the cross members and the walls of the end portions engage with the protrusions; and

securing said cross member end portions to said protrusions.

12. (original): The method of claim 11, wherein the interconnecting step comprises the steps of:

selecting one cross member for every pair of opposing protrusions;

inserting the one or more pairs of opposing protrusions into the respective end portions of the selected cross members; and

aligning the protrusions with the walls of the end portions of the selected cross members for proper engagement therebetween.

13. (original): The method of claim 11, wherein the securing step comprises providing fasteners to secure the wall of each end portion to one of the protrusions.

14. (previously presented): The method of claim 11, further comprising the step of coupling the structure to a frame of the vehicle.

15-19. (canceled)

20. (previously presented): A method of supplying an overhead frame structure for a vehicle comprising:

providing two side frame members each having at least one protrusion, each protrusion on one side frame member extending toward an opposing protrusion on the other side frame member, each protrusion having segments extending longitudinally thereof, the segments providing each protrusion with a corrugated configuration;

providing one or more cross members, each cross member having end portions adapted for receiving one pair of opposing protrusions therein, each end portion having a wall having segments extending longitudinally thereof, the segments providing each wall with a corrugated configuration, each end portion of each cross member having a longitudinally extending upper portion and lower portion, the lower portion comprising the wall having the corrugated configuration and the upper portion extending about the lower portion; and

shipping the side frame members and the cross members.

21. (previously presented): The method of claim 20, further comprising the steps of:

interconnecting each of the cross members with one of the pairs of opposing protrusions of the side frame members such that the protrusions are received within the end portions of the cross members and the walls of the end portions engage with the protrusions;

securing said cross member end portions to said protrusions to form the overhead frame structure; and

coupling the structure to a frame of the vehicle.

22. (previously presented): The structure of claim 1, wherein the protrusions of each side frame member and the walls of each end portion of each cross member have similarly shaped longitudinal cross sections.

23. (previously presented): The structure of claim 22, wherein the similarly shaped longitudinal cross sections each comprise two or more of the segments oriented in jagged relation to each other.
24. (previously presented): The structure of claim 22, wherein the similarly shaped longitudinal cross sections are each generally shaped like a “w”.
25. (previously presented): The structure of claim 7, wherein each side frame member comprises two or more vertically extending posts each having lower ends, the lower ends adapted to couple to a frame of a vehicle.
26. (previously presented): The structure of claim 7, wherein each side frame member comprises two or more vertically extending posts each having an upper corner portion that extends into a generally horizontal segment.
27. (previously presented): The structure of claim 26, wherein at least one of the pairs of opposing protrusions is positioned on respective upper corner portions of the side frame members.
28. (previously presented) The structure of claim 7, wherein each of the pairs of opposing protrusions is positioned so that the protrusions align with yet oppose each other.
29. (previously presented): The structure of claim 7, wherein each end portion of each cross member has a longitudinally extending upper portion and lower portion, wherein the lower portion comprises the wall having the corrugated configuration and the upper portion extends about the lower portion.
30. (previously presented): The structure of claim 7, wherein the fastener comprises a threaded bolt.

31. (currently amended): A method of assembling an overhead frame structure for a vehicle comprising:

providing two side frame members each having at least one protrusion, each protrusion on one side frame member extending toward an opposing protrusion on the other side frame member, each protrusion having segments extending longitudinally thereof, the segments providing each protrusion with a corrugated configuration;

providing one or more cross members, each cross member having end portions adapted for receiving one pair of opposing protrusions therein, each end portion having a wall having segments extending longitudinally thereof, the segments providing each wall with a corrugated configuration;

interconnecting each of the cross members with one of the pairs of opposing protrusions of the side frame members such that the protrusions are received within the end portions of the cross members and the walls of the end portions engage with the protrusions, the protrusions of each side frame member and the walls of each end portion of each cross member having similarly shaped longitudinal cross sections; and

securing said cross member end portions to said protrusions with releasable fasteners that are releasable and reattachable.

32. (previously presented): The method of claim 31, wherein the interconnecting step comprises the steps of:

selecting one cross member for every pair of opposing protrusions;

inserting the one or more pairs of opposing protrusions into the respective end portions of the selected cross members; and

aligning the protrusions with the walls of the end portions of the selected cross members for proper engagement therebetween.

33. (currently amended): The method of claim 31, wherein the securing step comprises providing the releasable fasteners to secure the wall of each end portion to one of the protrusions.

34. (previously presented): The method of claim 31, further comprising the step of coupling the structure to a frame of the vehicle.

35. (new): The structure of claim 7, wherein the fasteners are releasable and reattachable.